

CREEKLINE/I-10 SUBDIVISION

Engineering Comments: FINAL PLAT COMMENTS (should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer):

- A. Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors.
- B. Provide a written legal description and matching bearing and distance labels for the proposed subdivision.
- C. Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.
- D. Provide and label the monument set or found at each subdivision corner.
- E. Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.
- F. Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control; the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.
- G. Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all storm water runoff, wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit.
- H. Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved.
- I. Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process.
- J. Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing.
- K. After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL (with all other signatures) and one (1) copy (signatures not required) of the revised Final Plat to the Engineering Department.

Traffic Engineering Comments: Lot 1 is limited to two curb cuts to Cypress Business Park Drive, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.

Urban Forestry Comments: Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties (State Act 2015-116 and City Code Chapters 57 and 64.)

Fire Department Comments: All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 International Fire Code.)

MAWSS Comments: MAWSS as water and sewer services available, but a Capacity Assurance application for sewer service has not been applied for. MAWSS cannot guarantee sewer service until the Capacity application is approved by Volkert Engineering, Inc.

The plat illustrates the proposed 1-lot, 22.6± acres subdivision located at the West side of Cypress Business Park Drive extending to the East side of Interstate 10, 334'± North of Crown Drive, in Council District 4. The applicant states the property is served by public water and sanitary sewerage.

The site has been given a **Heavy Industry** land use designation per the recently adopted Future Land Use Plan and Map (FLUM). The FLUM complements and provides additional detail to the Development Framework Maps in the Map for Mobile, adopted by the Planning Commission at its November 5, 2015 meeting. This land use designation applies to larger parcels primarily devoted to high-impact industrial activity that is preferably removed from residential and commercial uses. Light industry, industrial business or heavy commercial lands may separate Heavy Industry from other land uses.

Heavy industrial areas include: collection; treatment and manufacturing processes which use raw materials; are distinguished by the presence of noise, vibration, and/or odors, and benefit from easy access to a multimodal freight transportation network. Certain types of heavy industry are characterized by low building coverage and activities that rely on large areas of outdoor storage of raw material stockpiles and/or waste-product disposal areas, storage tanks, pipelines, and transportation yards to handle the transfer of heavy materials. The outdoor storage areas should be screened as much as possible by the nature of the stored materials.

Land designated as Heavy Industry may be underdeveloped due to the presence of wetlands on portions of the parcel. In these cases the wetlands may serve to buffer surrounding uses from the potential impacts of the heavy industrial use. Undeveloped areas of Heavy Industry parcels that have tree cover may be used as buffering between the heavy industrial use and other uses. Where buffers do not exist naturally, they should be provided as spelled-out in the zoning and subdivision regulations. Open areas reserved for dredge disposal are also designated as Heavy Industry and may contain wetlands.

It should be noted that the FLUM components of the Map for Mobile Plan are meant to serve as a general guide, not a detailed lot and district plan. In many cases the designation on the new FLUM may match the existing use of land, but in others the designated land use may differ from what is on the ground today. As such, the FLUM allows the Planning Commission and City Council to consider individual cases based on additional information, such as: the classification request; the surrounding development; the timing of the request; and, the appropriateness and compatibility of the proposed use and, where applicable, the zoning classification.

The Planning Commission recommended rezoning of the site from R-1, Single-Family Residential District, to B-5, Office-Distribution District, at its August 1, 1996 meeting, and was adopted as such by Mobile City Council at its February 25, 1997 meeting.

The site was approved as a future development area of a 28-lot subdivision in July, 1995. Since then, eight (8) phases have been recorded and eight (8) extensions have been granted. The most recent extension was approved at the October 4, 2007 meeting of the Planning Commission to allow time for the completion of construction of the northern portion of Cypress Business Park Drive. That extension has since expired and it appears the applicant now wishes to combine two metes-and-bounds parcels previously included as part of the larger subdivision as one (1) legal lot of record.

The proposed lot has frontage on Cypress Business Park Drive, a portion of which appears to be a public minor street with curb and gutter requiring a 50' right-of-way; and, on U.S. Interstate 10, an ALDOT-maintained limited access route requiring a 350' right-of-way. The preliminary plat illustrates sufficient right-of-way along Cypress Business Park Drive, but indicates a varying right-of-way along U.S. Interstate 10. The minimum existing right-of-way width for U.S. Interstate 10 should be depicted on the Final Plat. Once corrected, right-of-way information should be retained on the Final Plat, if approved; or, provision of a table on the Final Plat providing the same information may suffice.

The site is irregularly shaped and the width of the portion of the lot along Cypress Business Park Drive is large enough to be potentially re-subdivided, thus contributing to a width-to-depth ratio greater than 3.5 at the lot's potential building setback(s). Such lot designs are generally discouraged under Sections V.D.1. and V.D.3. of the Subdivision Regulations, respectively, the exceptions being the approval of lots located where varied and irregularly-shaped lot designs are common, and the informality of design is consistent with other lots in the vicinity. Previous subdivision approvals in the immediate vicinity affect the design of the proposed lot in such a way to perhaps satisfy the aforementioned conditions; however, waivers of Sections V.D.1. and V.D.3. will be required.

Irrespective of its shape, the size of the proposed lot is depicted in both square feet and acres and meets the minimum size requirements for lots served by public water and sanitary sewer systems. If approved, this information should also be retained on the Final Plat; or, provision of a table on the Final Plat providing the same information may suffice.

The 25' minimum building setback line is illustrated along Cypress Business Park Drive, but not along U.S. Interstate 10. As such, if approved, revision of the plat to illustrate the 25' minimum building setback line along all street frontages should be required.

Regarding access management it should be noted that, as a limited access route, access to U.S. Interstate 10 is only permitted by interchanges, and only at principle points. Such conditions are not compatible with the site; therefore, access to I-10 should be denied in favor of limiting access to Cypress Business Park Drive with a note on the Final Plat stating the site is limited to two (2) curb cuts with any changes in their sizes, locations or designs to be approved by Traffic Engineering, and conform to AASHTO standards.

Multiple easements are illustrated on the preliminary plat, including: 50'± drainage easements to the Northwest and West along U.S. Interstate 10; a 10' water line easement to the East along Cypress Business Park Drive; and, a 20' sanitary sewer or water line easement along the South

property line. If approved, a note should be required on the Final Plat stating no structures shall be constructed in any easement.

A portion of the site abuts an R-1, Single-Family Residential District, to the Northeast. As such, and per Section 64-4.D.1. of the Zoning Ordinance, an appropriate buffer in the form of a wall, wooden privacy fence, or the inclusion of a screen planting strip will be required at the time of development.

Finally, another portion of the site appears to be located in the flood zone as depicted on FEMA maps, and thus may be subject to flooding. The presence of floodplains indicate that the area may also be environmentally sensitive; therefore, the approval of all applicable federal, state and local agencies would be required prior to the issuance of any permits or land disturbance activities.

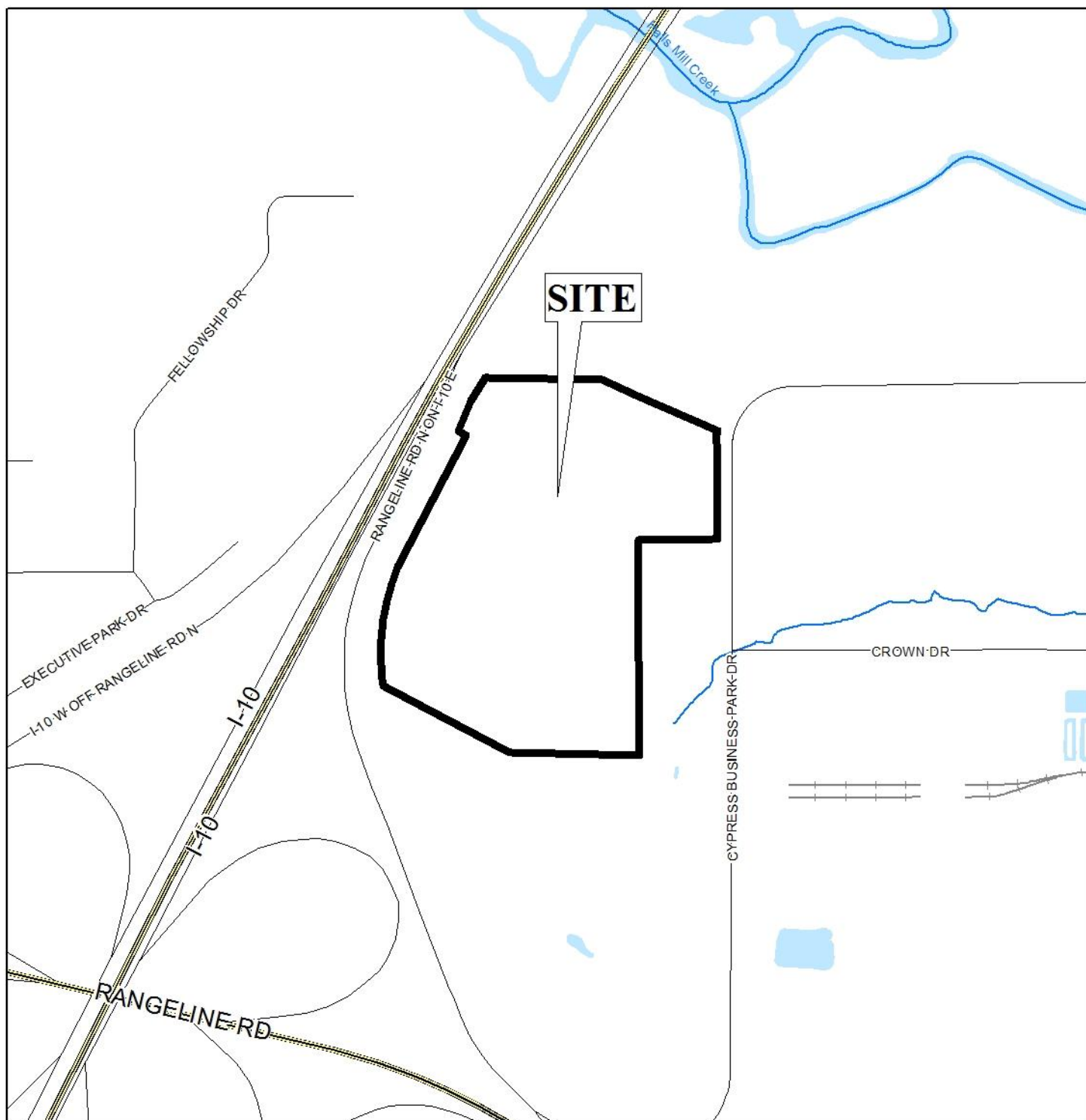
Based on the preceding, with waivers of Sections V.D.1. and V.D.3., the plat is recommended for Tentative Approval subject to the following conditions:

- 1) revision of the plat to depict the minimum right-of-way widths for U.S. Interstate 10 and Cypress Business Park Drive, or provision of a table on the Final Plat providing the same information;
- 2) retention of the lot size in both square feet and acres, or the provision of a table providing the same information;
- 3) revision of the plat to illustrate the 25' minimum building setback line along all frontages;
- 4) placement of a note on the Final Plat stating the lot is denied access to U.S. Interstate 10 and limited to two curb cuts to Cypress Business Park Drive, with any changes in their sizes, locations or designs to be approved by Traffic Engineering and conform to AASHTO standards;
- 5) compliance with Engineering comments: (FINAL PLAT COMMENTS *(should be addressed prior to submitting the FINAL PLAT for review and/or signature by the City Engineer):* A) *Provide all of the required information on the SUBDIVISION PLAT (i.e. signature blocks, signatures, certification statements, written legal description, required notes, legend, scale, bearings and distances) that is required by the current Alabama State Board of Licensure for Professional Engineers and Land Surveyors.* B) *Provide a written legal description and matching bearing and distance labels for the proposed subdivision.* C) *Show and label the MFFE (Minimum Finished Floor Elevation) on each lot that contains an AE, V, or X (shaded) flood zone designation.* D) *Provide and label the monument set or found at each subdivision corner.* E) *Provide the Surveyor's, Owner's (notarized), Planning Commission, and Traffic Engineering signatures.* F) *Add a note to the SUBDIVISION PLAT stating that a Land Disturbance permit will be required for any land disturbing activity in accordance with Mobile City Code, Chapter 17, Storm Water Management and Flood Control; the City of Mobile, Alabama Flood Plain Management Plan (1984); and, the Rules For Erosion and Sedimentation Control and Storm Water Runoff Control.* G) *Add a note to the Plat stating that the approval of all applicable federal, state, and local agencies (including all storm water runoff,*

wetland and floodplain requirements) will be required prior to the issuance of a Land Disturbance permit. H) Add a note that sidewalk is required to be constructed, and/or repaired, along the frontage of each lot, or parcel, at time of new development or construction, unless a sidewalk waiver is approved. I) Add a note to the plat stating that all easements shall remain in effect until vacated through the proper Vacation process. J) Provide a copy of the FINAL SUBDIVISION PLAT to the Engineering Dept. for review. No signatures are required on this drawing. K) After addressing all of the FINAL SUBDIVISION PLAT review comments by the Engineering Dept. provide the ORIGINAL (with all other signatures) and one (1) copy (signatures not required) of the revised Final Plat to the Engineering Department.);

- 6) compliance with Traffic Engineering comments: (Lot 1 is limited to two curb cuts to Cypress Business Park Drive, with size, location and design to be approved by Traffic Engineering and conform to AASHTO standards. Any new on-site parking, including ADA handicap spaces, shall meet the minimum standards as defined in Section 64-6 of the City's Zoning Ordinance.);
- 7) compliance with Urban Forestry comments: (Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties (State Act 2015-116 and City Code Chapters 57 and 64.));
- 8) compliance with Fire Department comments: (All projects within the City Limits of Mobile shall comply with the requirements of the City of Mobile Fire Code Ordinance (2012 International Fire Code.));
- 9) completion of the subdivision process prior to any requests for new construction; and,
- 10) compliance with all applicable codes and ordinances.

LOCATOR MAP



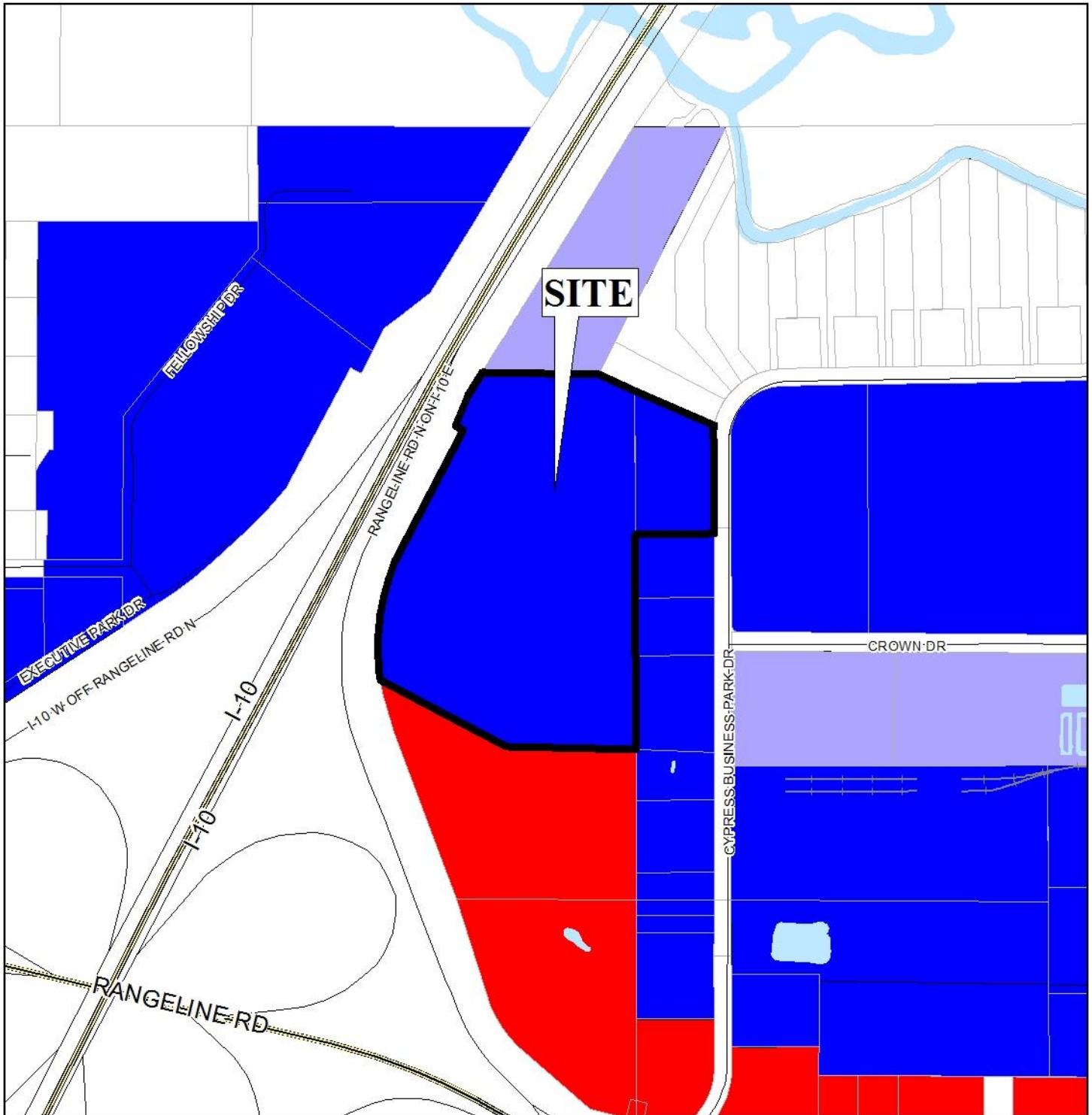
APPLICATION NUMBER 3 DATE November 2, 2017

APPLICANT Creekline/I-10 Subdivision

REQUEST Subdivision



LOCATOR ZONING MAP



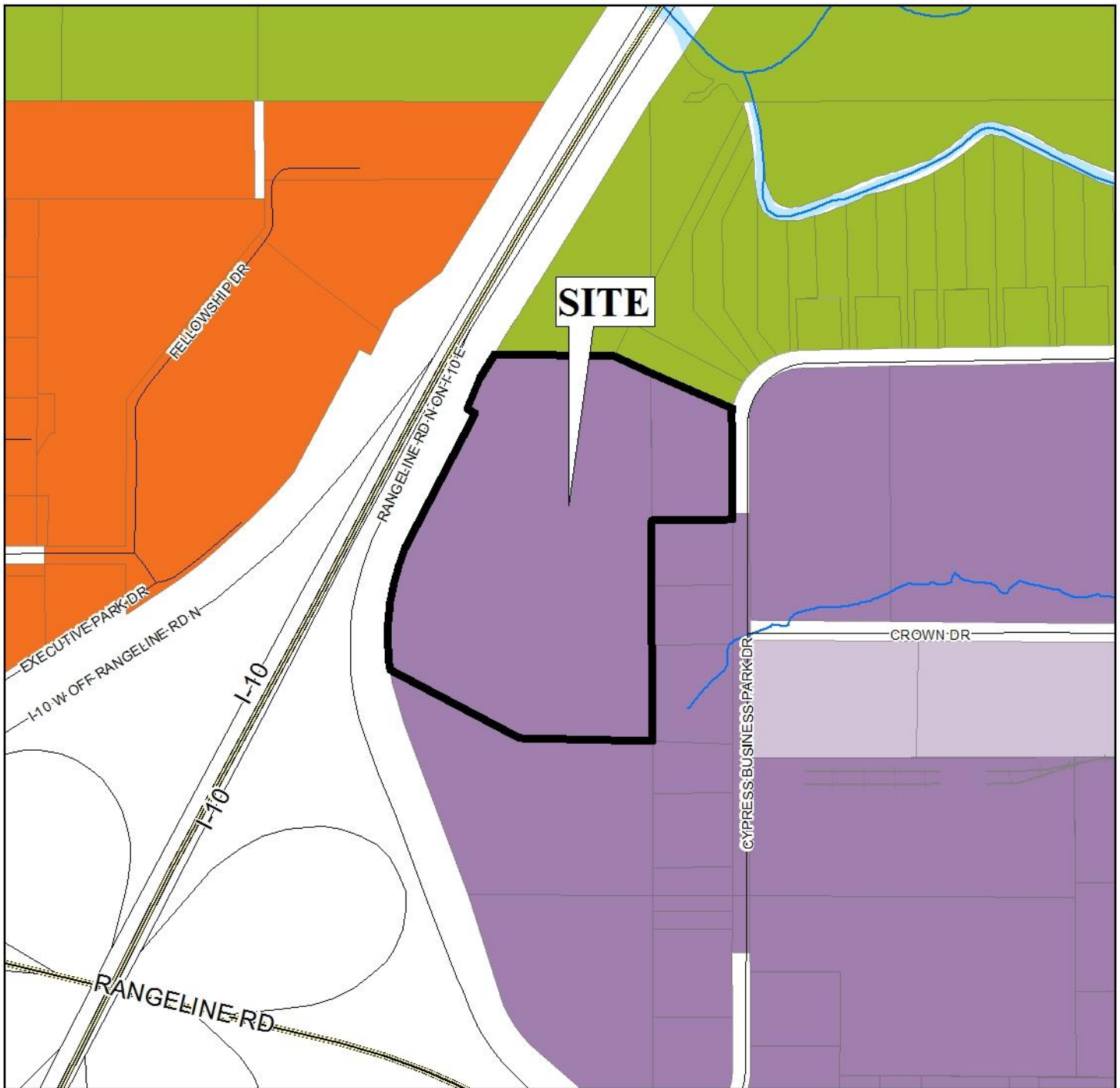
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REQUEST Subdivision



FLUM LOCATOR MAP



APPLICATION NUMBER 3 DATE November 2, 2017

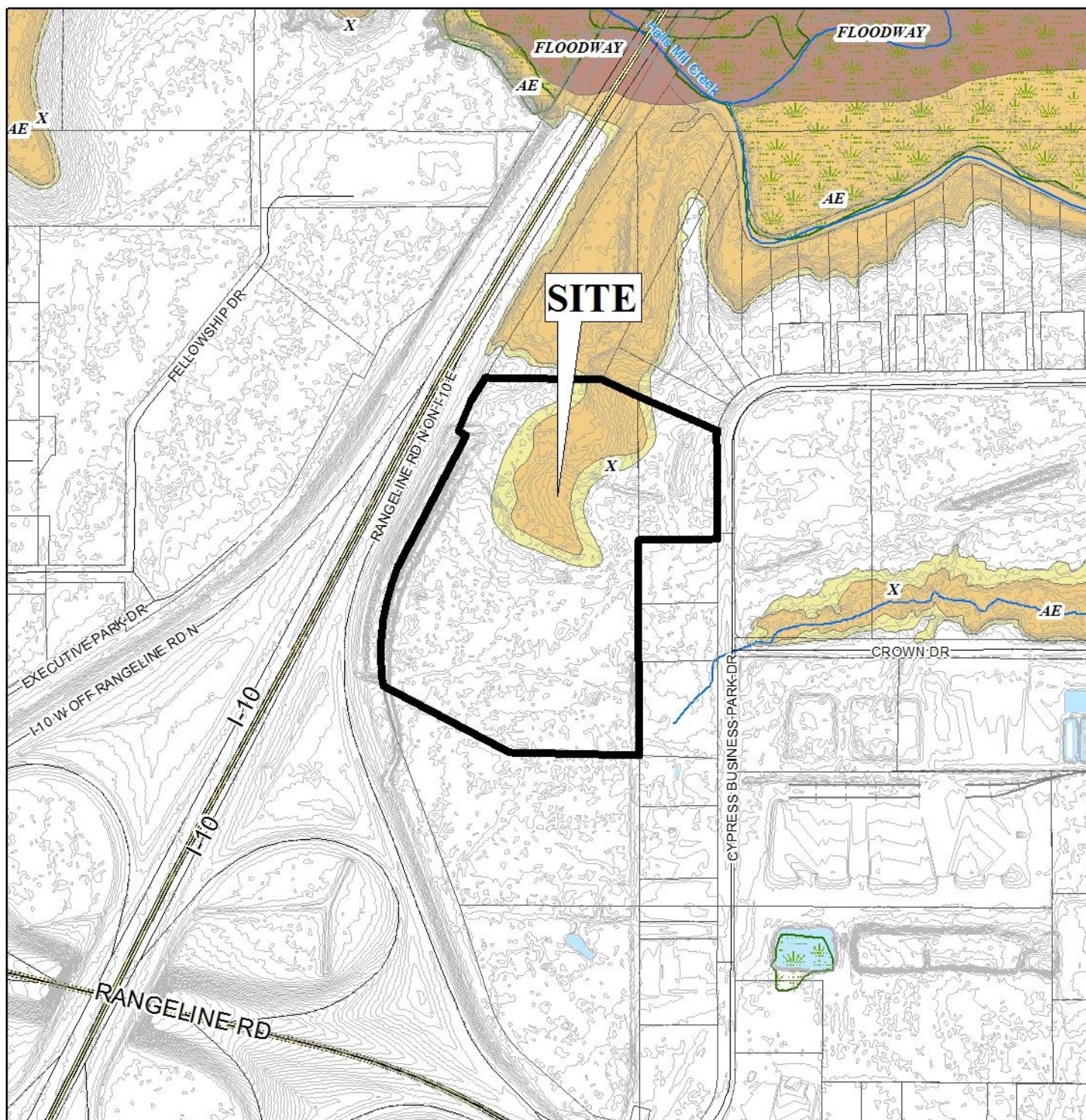
APPLICANT Creekline/I-10 Subdivision

REQUEST Subdivision

Low Density Residential	Neighborhood Center- Traditional	Downtown Waterfront	Water Dependent
Mixed Density Residential	Traditional Corridor	Light Industry	Parks & Open Space
Downtown	Neighborhood Center- Suburban	Heavy Industry	
District Center	Mixed Commercial Corridor	Institutional	



ENVIRONMENTAL LOCATOR MAP



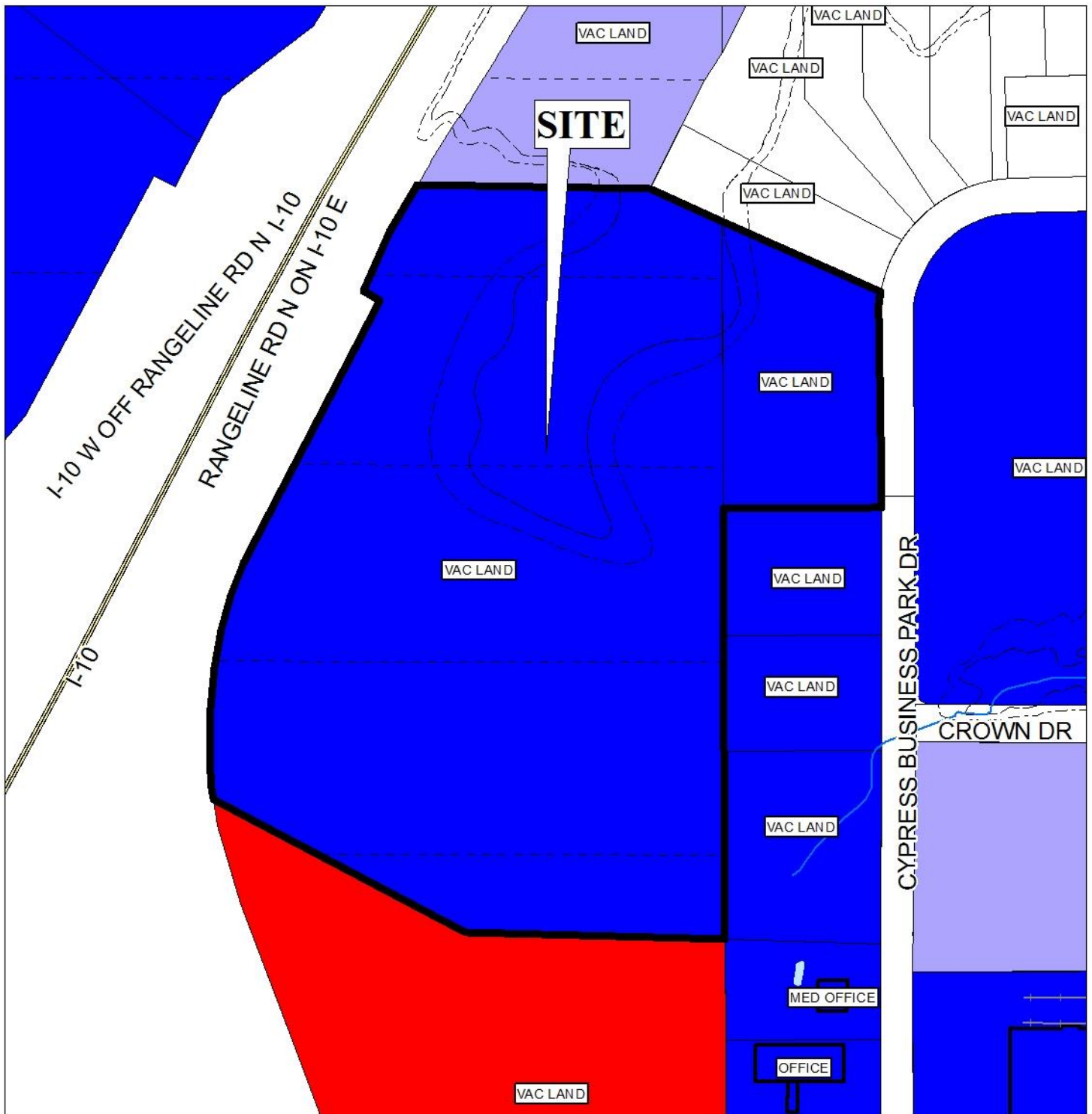
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APPLICANT Creekline/I-10 Subdivision

REQUEST Subdivision



CREEKLINE/I-10 SUBDIVISION



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R-A	R-3	T-B	B-2	B-5	MUN	SD-WH	T5.1
R-1	R-B	B-1	B-3	I-1	OPEN	T3	T5.2
R-2	H-B	LB-2	B-4	I-2	SD	T4	T6



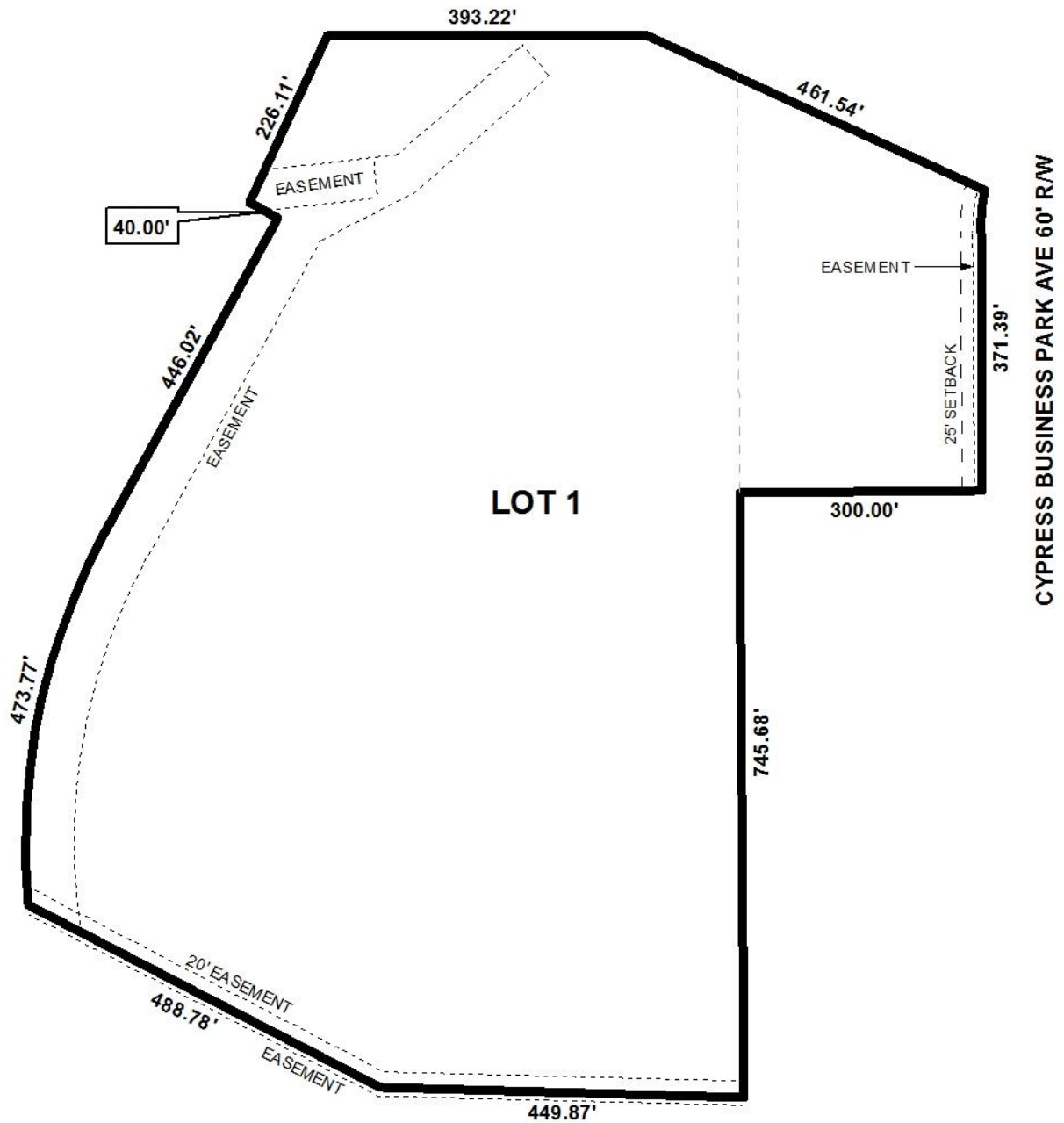
CREEKLINE/I-10 SUBDIVISION



APPLICATION NUMBER 3 DATE November 2, 2017



DETAIL SITE PLAN



APPLICATION NUMBER 3 DATE November 2, 2017
APPLICANT Creekline/I-10 Subdivision
REQUEST Subdivision

